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*Larkin T. Pe Jones*

# ATLANTIC FISHERMAN

Vol. VI

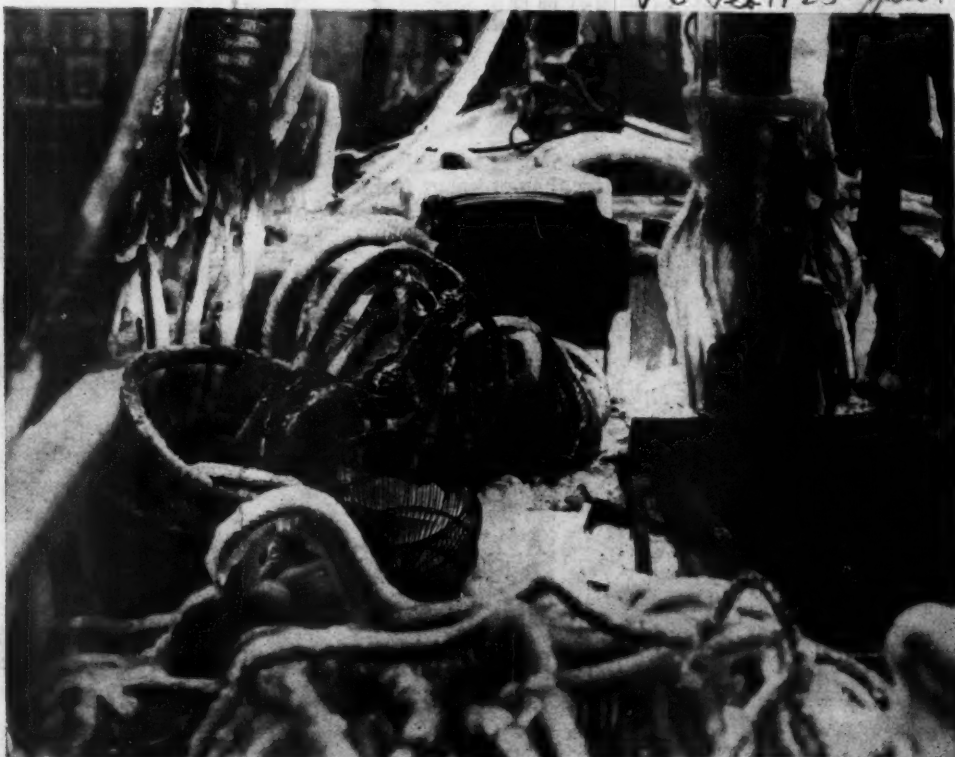
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FEBRUARY, 1925

No. 1

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Winter takes its toll in the cordage equipment of many vessels, and only rope made of the best material survives. Unknown brands or rope cheaply made become worthless as the ice-covering, bearing hundreds of pounds of additional weight, causes the fibre to snap and crack, leaving the rope devoid of strength.

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**This is to Certify** THAT SHAFT BEARINGS KNOWN AS "CUTLESS BEARINGS", MADE BY THE B. F. GOODRICH RUBBER COMPANY, AND DESCRIBED AS METAL BEARINGS LINED WITH A TOUGH RUBBER COMPOUND KNOWN AS "OLIVITE", HAVE BEEN UNDER THE OBSERVATION OF THE SURVEYORS TO THIS BUREAU: AND,

THAT THESE BEARINGS AND THE SHAFTS RUNNING IN THEM WERE FOUND TO BE IN A SATISFACTORY CONDITION AFTER CONTINUOUS SERVICE UNDER ORDINARY WORKING CONDITIONS: AND,

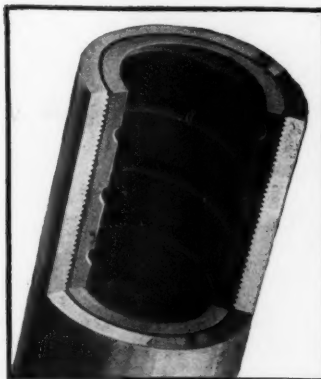
THAT THESE BEARINGS WILL BE APPROVED FOR INSTALLATION IN VESSELS CLASSED WITH THIS BUREAU, PROVIDED THAT THE REQUIREMENTS OF THE RULES FOR INSTALLATION AND PERIODICAL SURVEYS ARE COMPLIED WITH IN EACH CASE.

*Edward A. French*  
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New York City—Topping Bros. Boston—Walter H. Moreton Corp. and  
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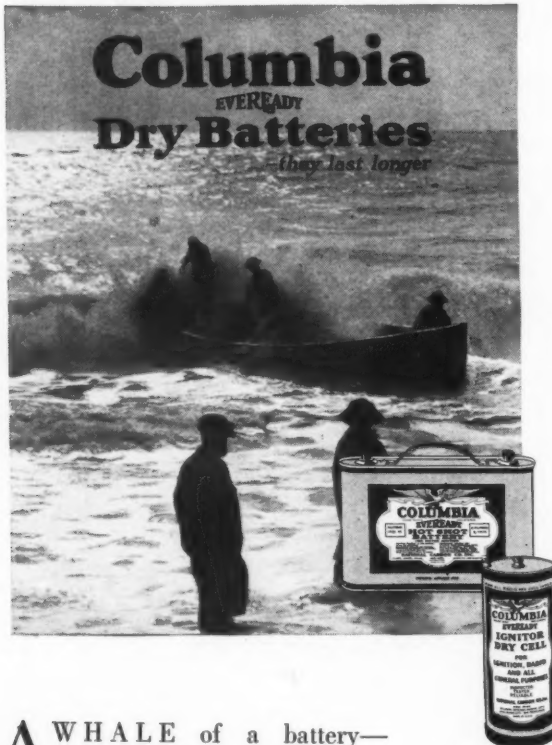
THE B. F. GOODRICH RUBBER COMPANY, Established 1870, Akron, Ohio

# Goodrich

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## Power that defies waves and weather



**A** WHALE of a battery—Columbia Eveready Hot Shot. It produces intense, snappy sparks in all kinds of weather. Can't be short-circuited by snow, rain, sleet or the waves that wash aboard. Wonderful lasting power. Run on it all day and in the morning you'll find it vigorous and strong. It picks up new strength while resting at night. A great battery, Skipper!

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*Columbia Eveready Hot Shot Batteries contain 4, 5 or 6 cells in a neat water-proof steel case.*

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Water tanks, rudders, ventilating stacks, buoys,  
steel tubs and containers for any purpose.

**GALVANIZING**



### Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper." Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

## Atlantic Fisherman

A "FARM" JOURNAL FOR THE  
HARVESTERS OF THE SEA

Vol. VI. FEBRUARY, 1925 No. 1

DAVID O. CAMPBELL.....President  
FRANK H. WOOD.....Advertising Manager  
ARTHUR W. BRAYLEY.....Editor

Printed Monthly at  
92 West Central Street, Manchester, N. H.

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New York Representative  
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Entered as Second Class Matter February  
1925, at the Post Office at Manchester, N. H.  
Under the act of March 3, 1879.

### Fair Play

We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receivers hands, or against whom bankruptcy or receivership proceedings are pending.

Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN."

## The Cooperative Situation

**W**E HAVE been unable to get any action as yet from the chambers of commerce of Boston and Gloucester on the matter of taking hold of the cooperative marketing movement, though both these organizations have assured us that our suggestions would be taken up for consideration by the proper committees. Incidentally, Governor Fuller, of Massachusetts, sends word that he "will be glad to give any assistance possible in this progressive movement."

We are not surprised at the delay in getting action, especially from the Boston Chamber of Commerce, for a Committee on the Fish Situation, appointed by that body, has yet to make its report, and until then consideration of our suggestions would evidently be out of order.

But we are not discouraged. For four years we've been pegging away at this cooperative marketing idea—and we are now more hopeful than ever.

Like all initiators or supporters of a new movement, we are bound to be misunderstood. Though we have had no other motive than an honest purpose to serve the whole industry, we have been accused time and time again of conspiring with certain groups against other factions of the industry.

Because we backed Mr. Sapiro, whose plan made use of the Fishermen's Union, many people got the impression, and still believe, that we are working hand-in-glove with the Union. The truth is that we were behind Mr. Sapiro solely because of his abilities as a cooperative organizer. Having put eighty-odd agricultural groups on a cooperative marketing basis, we regard him as one of the leading authorities on group merchandising.

We believe that Mr. Sapiro would have been successful long before this in organizing the fishing industry into a cooperative marketing body had he been content to await state legislative action instead of trying to take a short cut. In attempting the short cut it was necessary for him to incorporate certain features in his contract which were not acceptable to the ves-

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sel owners. That point was evident from the beginning. We believed, however, that the Sapiro contract, a cleverly drawn instrument, might be utilized as a basis for the formulation of a new plan acceptable to all.

We are still very hopeful that a new plan may be drawn up which will meet the requirements of all hands. To this end we are doing our best to enlist the aid of the civic organizations of Boston and Gloucester. If anything is deserving of the soberest consideration of these two bodies, it is the subject of marketing fish.

## Don't Mutilate Almanacs

May we suggest to the readers of the 1925 Fisherman's Almanac, who wish to send in a solution to the cross word puzzle, that they use a copy of the puzzle design drawn roughly on paper for their solution rather than the puzzle page in the Almanac. It seems a pity to mutilate the Almanac by tearing out this page.

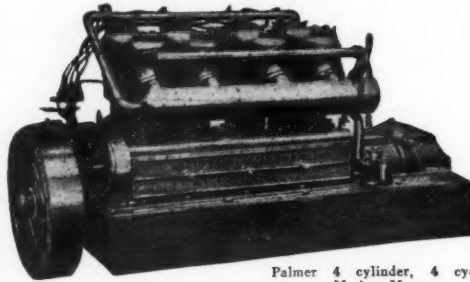
We are receiving hundreds of solutions to the puzzle, and each sender has qualified for the print of the *Columbia*, but only one person, so far, has sent in a perfect solution—that is, a solution which tallies exactly with the author's words.

If you've got anything to buy or sell, by all means use our Vessel Mart section. Those who use it get plenty of action.

## PALMER ENGINES AN UNFAILING QUALITY

POWER, Speed, Dependability, Durability and Economy are built-in qualities of Palmer Engines. They are strictly high-quality machines, built of the best material obtainable, made in an up-to-date plant and perfected by experienced engineers.

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*Easy To Apply—Wears Longer*

Lengthens the life of any net and resists fouling.

This material is prepared ready for use and one application will last several months.

By the use of Woolsey's Copper Oleate, it is possible to do away with the old tar barrel and to avoid the mean work that the use of this entails. *Try some and be convinced.*

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*Makers of Copper Paint and Marine Paint Specialties since 1853*



## A STORY from an "OLD LOG"

*By sport of bitter weather  
We're walty, strained and scarred,  
From the kentledge on the keelson  
To the slings upon the yard.  
—The Seven Seas.*

What tales the old log book tells. Tales of man's ceaseless struggle against the grim forces of the sea.

Staunch and tight must be the vessel that stands the buffeting of wind and wave.

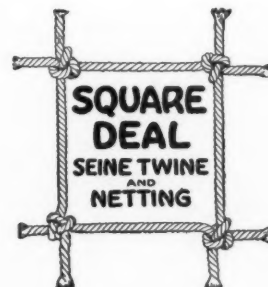
## STRATFORD OAKUM

has stood the test for nearly a century.

It is known on the "Seven Seas" as the best caulking material that money will buy.

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Jersey City, N. J.



**NEW YORK NET & TWINE CO.**

MOODUS, CONN., U. S. A.

ESTABLISHED 1829 INCORPORATED 1896

# ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the  
Fishing Interests of the Atlantic Seaboard

Vol. VI

BOSTON, MASS., FEBRUARY, 1925

No. 1

## Is the Sargasso Sea Merely a Legend?

A DISPATCH from New York carries the news that the war-built wooden ship *Arcturus*, now converted into the greatest floating zoological laboratory in the world, left Brooklyn, February 3, under command of William Beebe, for a 13,000-mile hunt for strange fish, especially the curious illuminated monsters which are said to haunt the depths of the Sargasso Sea. The *Arcturus* carries a great armament of traps, hooks, nets and dredges for capturing inhabitants of the deep sea and the ocean bottom. The great depths under the Sargasso Sea are believed to be particularly rich in strange and little-known monsters.

What about this sea of Sargasso, called the "graveyard of lost ships"? Is there such a place, or is it one of the legends of the sea in the same class with Davy Jones' locker, the Flying Dutchman and sea serpents? Some old mariners will tell you that this wonderful sea is made by a giant eddy, with a range of hundreds of miles, which draws all drift and flotsam into its vortex—vessels, wreckage, casks, kelp—a veritable sea of waste, doom and desolation.

Other old-timers insist that there is such a place, but say that it is only a vast plain of seaweed with some driftwood with no fleets of wrecked ships caught in the mass, as is usually pictured by the sensational writers. Still others, those of the modern school particularly, say that the whole story is a legend, and they offer as proof the fact that no such place has been reported by vessels in recent years.

The fact that the expedition, now on its way to find the Sargasso Sea, is supported by such a scientific body as the New York Zoological Society would seem to indicate that this mysterious sea exists.

The first records of a sea of this nature is found in the ancient poems of Ovid which mention a "seaweed meadow" lying over the realm of Atlantis, and the engulfed gardens of the Hesperides.

Columbus encountered this floating continent on his famous voyage in 1492. His fleet of three vessels—the *Pinta*, the *Nina* and the *Santa Maria*—came upon this dread spot, and under a dead calm were drawn by the

circling eddies nearer and nearer the drear mass. In his chronicles Columbus speaks of the stench of decaying seaweed, and the phosphorescent glow of all things on and in the sea. Frightened sailors absurdly attempted mutiny, so insane were they from their dreadful surroundings. At last a breeze sprang up and the small fleet dragged their way out from the grip of the entwining masses, and pushed on for the new world. Columbus named this spot "Mare de Sarcaso", or "Sea of Weeds," from which the present name was derived.

The strange currents first mentioned by Columbus are supposed to be caused by the action of the Gulf Stream, or an offshoot of that current, which creates a great eddy gathering in all that drifts from the Gulf of Mexico



Where the Sargasso Sea is Popularly Supposed  
To be Located.

(Reproduced from Miami News.)

and from off the eastern shores of South America. Undoubtedly, too, much of the floating debris from off the coast of North America, which finds its way to the eastern edge of the Gulf Stream, ends its wanderings in the mysterious Sargasso. This sea has been estimated to be a hundred miles long by eighty wide. It is not improbable that wrecked ships of all ages—rotting

(Continued on page 12)



## Fishing Notes From Maine

By the FISHERMEN'S DOCTOR

**W**E have had lots of cold and severe weather, and many wintry gales. Old Harbor has been ice locked some of the time, and consequently there has been little or no activity among the local fishermen. Several of the Minturn and Swan's Island lobstermen have their boats in commission and get out after lobsters when weather and ice permit.

The Coast Guard cutter, *Ossipee*, has been ordered to break out the ice-bound harbors among the outlying islands.

Monhegan fishermen have been getting some pollock. By exposing them to the prevailing arctic weather the fish were perfectly refrigerated for shipment.

There is an extensive colony of smelt fish-houses on the ice at Winnegance Creek, and the fishers are doing quite an extensive business, getting 30 to 35c per pound.

Shore-ice in Eggemoggin Beach has caused the fishermen there to stop flounder and scallop fishing.

Work at the boatshop of Seth Joyce at Atlantic is progressing in lively fashion. The motorboat for Donald Joyce is already planked, and will soon give place for a new fishboat for Walter Joyce.

North Haven thoroughfare is closed by ice, and Blue Hill is shut off from navigation. Mackerel Cove is entirely closed by ice, and York Narrows can be navigated only with great difficulty on account of the drift ice.

The unusual experience of seeing both Monhegan and Thatcher's Island lights at the same time, as related by Captain E. S. Means of Ellsworth in the *Ellsworth American*, is worth repeating. He says that he came down out of Penobscot Bay, took his departure from Monhegan and shaped his course for Thatcher's. At midnight, when about half way, he saw Monhegan light astern, Sequin light on the starboard quarter, Cape Elizabeth lights abeam, and Thatcher's Island lights ahead, all visible at the same time. That was the first time Captain Means had had that experience in twenty-two years of coasting. He would like to hear from anyone who has duplicated this experience.

Smelt fishermen are getting small catches at Mt. Desert bridge.

Dawes and Kelley of Swan's Island have dissolved partnership with George Carter and Leroy Stanley at the Buckle Island weir fisheries, and plan to build weirs independently.

East Boothbay is doing lively work turning out boats for the fisheries.

The new power boat of Lew Rich of Isle au Haut, which went ashore and was damaged, has been rebuilt at Vinalhaven.

Fishermen employed at the Friendship lobster pound walk to their work over the ice.

Fishing steamers from Rockland bring in good fares from the Western Banks.

Henry Sager has sold the wharf at Atlantic, where the Atlantic fishermen dock their boats, stow their gear and have their baiting sheds, to Mrs. William Kelley of Old Harbor. In order not to inconvenience the fishermen who have boats and gear parked on the premises, Sager stipulated that the wharf privileges were not to be released till May first.

So many of the local fishermen, and fishermen all along the coast, now have radio receiving sets in their homes that I am requested to urge the Atlantic Fisherman to use its good offices to secure radio broadcasting of fisheries news and data, and the market prices at definite times from some station on the New England coast. Broadcasting stations often heed individual requests for preferment in their programs. Why would not WBZ, New England's popular broadcasting station give heed to the request of thousands of fishermen extended through the Atlantic Fisherman?

The packing plant at Brooklin has closed. The Underwood plant at McKinley is still busy. Several new boats are being built on Mt. Desert Island.

Ice has practically closed the harbor at Frenchboro, and all the lobstermen have hauled out their boats on the shore. The fishermen say they cannot get enough lobsters to pay for the risk to their boats and themselves when they have to contend with so much ice. This is the first time in thirty-five years that most of the lobstermen of Frenchboro have not lobstered during most of the winter.

The price of lobsters here from the occasional smack is forty cents. Some lobsters are held, carred, at Old Harbor.

Many smackmen and dealers say that they do not buy seed lobsters from the fishermen to hold till punched by a warden, for the reason that a strange warden might make trouble for them for having seed lobsters in their possession, although they were asked to take them and hold them by the local warden. Lobster dealers should be authorized to buy and hold seed lobsters till tallied and punched by warden.

Legislative hearings before the Committee on Sea and Shore Fisheries begin at Augusta on February 12, at 2:30 P. M. The following bills are of interest to your Maine readers:

H. P. No. 164—Act relating to license to build or extend wharves or fish-weirs.

H. D. No. 140—Act relating to taking of smelts in Casco Bay.

H. P. No. 127—Act relating to better protection of smelts.

S. P. No. 46—Act relating to close time on lobsters in towns of Cutler, Trescott and Lubec in Washington County.

H. D. No. 28—Act relating to establishing close time on lobsters west of Petit Manan Point.

Let me urge all Maine fishermen to take an active

(Continued on page 12)



## Picked Up Along the Shore



*Upper Left*—Eeling on the Shrewsbury River, near Long Branch, N. J., is a mighty profitable business for the fishermen of that section. There's a ready market for all they can spear. (Photo Kadel & Herbert.)

*Upper Right*—A 62-pound cod, the largest of the season "down east," caught by Captain John Black—he with the mittens.

*Lower Left*—A real daughter of the sea. Mrs. Myrtle Stuart Mitchell, brought up on the salt water, handles a fishing craft like a man. She can sail 'em, run the engine and lay her course with the best of them. And she boxes the compass as fast as she can talk.

*Lower Right*—Here's one of the Shrewsbury River eelers, with a couple of live ones. They use an eight-or ten-prong fork in that section. (Photo Kadel & Herbert.)

### Bill to License Oystermen

State Public Health Commissioner of Massachusetts, Eugene R. Kelley, and Commissioner of Conservation, William A. L. Bazeley, recently offered a bill for leg-

islative enactment under which state officials would be given power to bar fishing in polluted waters. The bill would also establish standards under which shell-fish could be offered for sale, and would place those engaged in the industry under state license.

## The "Herring King" of Maine

On that part of the Maine coast known as "way down east," from early in May until late in November, a great many men are busy catching herring to supply the sardine factories and smoke houses of Eastport, Lubec, Machias, Jonesport, Stockton Springs and many other places.

One of the most interesting characters engaged in this work is Captain William Morrison of Stockton Springs. Captain Morrison commands a fleet of several boats and each boat carries a crew of experienced men and several large seines.

In August, September and October herring are caught in great quantities along the shores of Swan's Island, Marshall's Island, Vinalhaven, Isle au Haut, Islesboro and Matinicus. The fish are first shut off with the seines in some small bay or cove, and the seine is pursed. This is a long and hard job often done in the late hours of the night when the fish are schooling. These fish are very timid, and many times whole schools are lost because of some unnecessary noise or disturbance. After the seine is once pursed, the fish are bailed into dories and carried to the waiting sardine boats which sometimes have a twenty-four hour run to make before they reach the factory or smoke house.

In the fall of the year just finished Captain Morrison in the *Uncas*, together with the *Catherine Butler*, largest of the fleet, commanded by Captain Billy Bowden, stretched twine at Sand Cove and Popple Stone Beach, Marshall's Island.

For some weeks Captain Morrison, the "herring king," with a crew of several men were busy working night and day. Each night they caught hundreds of bushels of herring, and by day loaded the sardine carriers, which were always at hand awaiting a cargo.

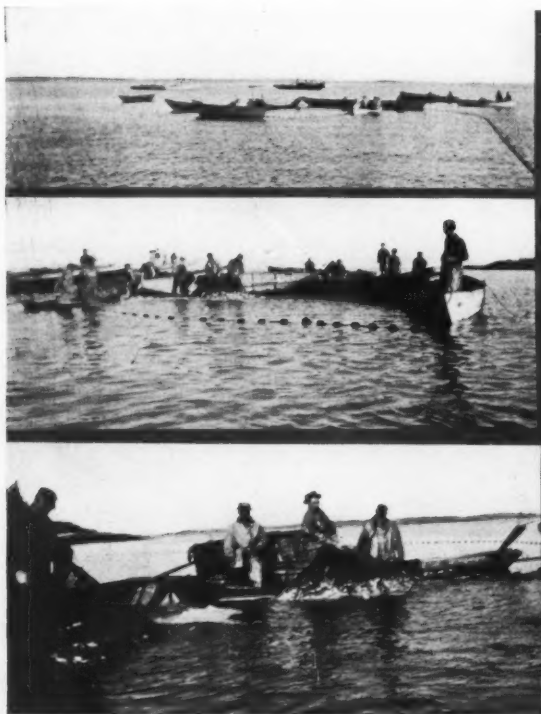
The little town of Swan's Island, one mile from Marshall's Island, became headquarters for the fleet. Nearly every evening, from three to a dozen sardine carriers could be found at anchor in its harbor. The *Pioneer*, *Pilot*, *Campobello*, *Beal*, *Kingfisher*, *Curlew* and many others were familiar sights at the local docks.

The fishermen of this section find a firm friend in Captain Morrison, for he seldom fails to supply bait for them, many of them buying an entire winter's supply from him.

Captain Morrison is ably assisted in his work along the coast and at his weirs at Stockton Springs by Captain Bowden, Mr. George Fletcher and Mr. Orrison Brown.—*W. E. Colomy.*

### THE MORRISON FLEET In Operation

This fleet catches thousands of bushels of herring each season for the sardine packers and the smokers, besides supplying bait to local fishermen.



*Upper Left*—A general view of the Morrison fleet, taken off Popplestone Beach, Marshall's Island, Maine. The *Uncas* and the *Katherine Butler* may be seen in the distance.

*Middle Left*—Captain Morrison (at extreme right) and crew at work with the seine.



*Lower Left*—A part of the Morrison crew with a seine trap containing thousands of bushels of herring.

*Right Middle*—Captain Morrison's able assistant, Mr. George Fletcher, of Stockton Springs.

*Lower Right*—The cook of the fleet (Orrison A. Brown) lends a hand with the seine. Note the load of fish in the dory.

# Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

**D**OANE NICKERSON. Just the mention of that name arouses immediate interest and respect down on Cape Ann. Though known by the present generation as one of the cleverest master riggers on the Atlantic seaboard, those of maturer years remember him as a skipper of renown.

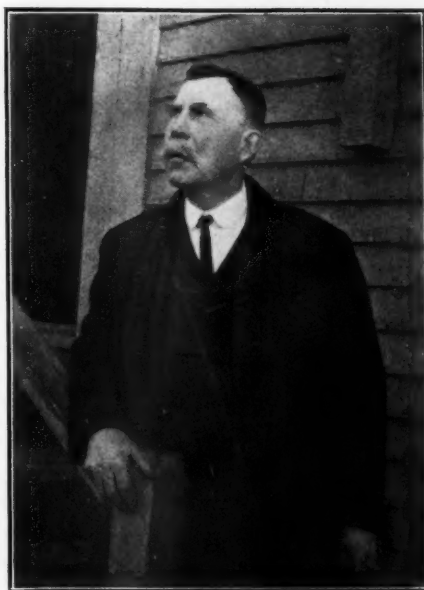
One look at this veteran of the sea will impress one that here is a heavy caliber type of man. He's tall, somewhat austere, is weather-beaten of visage and seems what he really is—a born leader of men. But hold on! There's no austerity when a timid interviewer asks him a few questions. He's a courteous gentleman who will leave a game of cards any time to aid the magazine writer in his quest for news.

Dear old Marblehead is the place where our captain was born. That was back in 1868. Gloucester, however, became his Mecca, and he fished from there at a tender age; but he sailed in Churchill & Harlow's schooner *Orinoco*, out of Plymouth, first. Then we find that he sailed a long string of vessels owned by John Pew & Sons of Gloucester, the first being the *Fish Hawk*. Then he was in Charles Parkhurst's *Energy*, *Oconee*, *Margaret*, *Alfalfa* and *Peerless* and in the Rowe & Jordan owned *Glenwood*.

In charge of the *Fish Hawk* again for a while and we find the able navigator in Cunningham & Thompson's *Everett*, then John Pew & Sons' *Herald of the Morning* and *Edward Everett* again. Then in the *Eva Landle*, a schooner that he owned jointly with his brother.

Willard Poole next got his services and he sailed the *Maude & Effie* for him. Then he sailed the *Herald of the Morning* again and the schooners *Piscataqua*, *Rush Light* and *John W. Bray*, for the firm of John F. Wonson.

The house of John Chisholm now interested the versatile seaman and he took charge of their *William H.*



CAPTAIN DOANE NICKERSON

*Wellington* and *Harry G. French*. Then came a stretch in Dennis & Ayer's *Sarah P. Ayer*, in the *William H. Wellington*, again, and in John F. Wonson's *Anna H. Frye*.

For many years skipper Doane Nickerson has been a port captain. Gorton & Pew bank on his ability to equip vessels; and there are no better boss riggers of fishing vessels in the United States. George Roberts, with whom Captain Nickerson is now associated, is indeed fortunate in having so able a partner. A whole-souled, splendid specimen of the American sea captain, a skipper who never lost a man, and a courteous, dignified gentleman is Doane Nickerson, master mariner and an expert rigger, of Gloucester, Mass.

## Gas Buoy for Sankaty Head

G. R. Putnam, commissioner of lighthouses, has finally granted the appeal of Congressman Andrew of Massachusetts and Gloucester officials and mariners that a gas buoy would be established about 15 miles south-east by south of Sankaty Head lighthouse. The buoy would be placed, Putnam said, as soon as possible. It will be a warning against shoals off Nantucket, particularly to flounder fishermen who work near there, and there has been a vigorous campaign for it since two Gloucester vessels were wrecked on shoals a few miles from the lighthouse in December.

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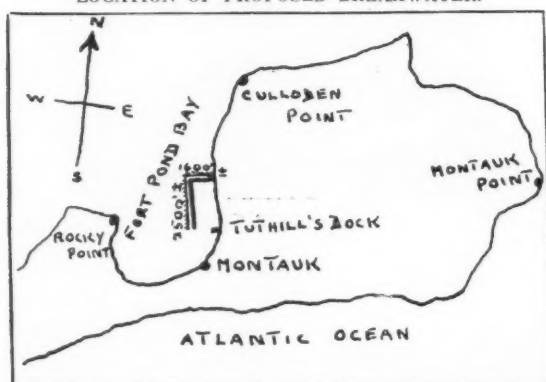
## Camden Concern Announces New Models

The Camden Anchor-Rockland Machine Co., of Camden, Maine, manufacturers of the well-known Knox-Marine Motors, has recently announced the addition of two new models to their line of engines. They are known as Models "GT" and "GS", both of the heavy-duty type, designed for the heavy cruising launch or the commercial boat.

Model "GT" has 5-inch bore,  $5\frac{1}{4}$ -inch stroke, develops 28 h. p. at 700 r. p. m. and weighs 1350 pounds. Model "GS" has  $5\frac{1}{2}$ -inch bore,  $6\frac{1}{4}$ -inch stroke, develops 38 h. p. at 700 r. p. m. and weighs 1900 pounds.

Durability, low fuel consumption and accessibility are the chief features of these new models. A detailed description will be published in our next issue.

LOCATION OF PROPOSED BREAKWATER.



The accompanying sketch shows the selected location of the proposed Fort Pond Bay breakwater. Owing to its exposed position this harbor has always been given a wide berth by fishermen. Last fall forty-odd fishing boats were wrecked in this bay. A breakwater will be of great benefit, not only to the local fishermen, but to the hundreds of visiting craft that operate in the vicinity of Montauk.

## The Modern "Shell Game"

Look over your clam beds, boys. You might have a pearl farm on your shore, for all you know. See clipping from Boston paper below. It would be kinda handy to slip down to the shore, when you needed some small change, and pick up a few hundred dollars in pearls.

### Clams Yield Pearl Harvest

Guilford, Ct., Feb. 2.—The craze for wealth, which is said to lurk in the unclaimed bivalves on the rocks in neighboring waters, has spread like wildfire in this locality, and most of the citizens of this town spent Sunday searching for the hidden treasures.

Nor were their efforts in vain. When they returned with their booty, Reuben Hill, a fisherman, and his

wife, Lottie, beamed all over as they lay nearly 200 glittering stones of various colors, salvaged from clams, on a table in the family home.

It is estimated that several thousand dollars' worth of pearls were found here today.

Men, women and children participated in the search.

## Is the Sargasso Sea A Legend?

(Continued from page 7)

Spanish galleons, ships of Revolutionary times, and those of the past century—are lying in that wilderness of seaweed, kept afloat, even though waterlogged, by layer upon layer of debris and submerged vegetation.

Old maps mark the Sargasso Sea as between 25 and 30 degrees north latitude, and between 38 and 60 degrees west longitude, thus locating it north-northeast of Cuba. Modern geographers place this sea at about half way between Cuba and Africa.

Without doubt this floating continent of vegetation and wreckage attracts myriad forms of surface ocean life which, dying and sinking support a vast undersea life. Under such conditions there would doubtless be varieties of marine life not found elsewhere in the seven seas. Octopuses, a hundred feet in diameter, capable of dragging down small ships, may inhabit this waste. Fish with wonderful electric lighting systems may abide there. Let us hope that the New York explorers will solve the mystery of the Sargasso.

## Fishing Notes from Maine

(Continued from page 8)

interest in all proposed legislation which has to do with the Maine fisheries. The opening gun of the attack on the existing order of things under present fisheries laws has been fired with the introduction of an act to abolish the present Sea and Shore Fisheries Commission and to establish a one-man commission in its stead. Do not be unmindful of the good work accomplished by the existing commission.

An act has been introduced by Mr. Pendleton of Islesboro providing that no smelts be taken in any tidewaters of the State between April 1 and October 1 except by hook and line. This act does not apply to smelts taken in weirs.

Soon the attack on the existing lobster laws will be made. If you fishermen want to earn your living in the Maine lobster industry it behooves every one of you on the Maine coast to perfect your organization and to have an able representative at the Maine legislative hearings. The legislative mill is running with full steam ahead, and legislators must be shown that the fishermen need the present fisheries laws unchanged. It does not do any good to argue the question at home unless your views, based on long experience, reach the legislators. Get busy, if you do not want to live and learn that your means of livelihood has been wrecked and taken away from you.

## The Doris—A Two-Man Dragger

**T**HE *Doris*, recently launched from the yard of Israel Snow, Jr., Newcastle, Maine, and now actively engaged in the "fillet" business, was designed for the shoal waters of Massachusetts, particularly Buzzard's Bay and Nantucket Shoals. At the same time, she was built to do the same work as the larger boats, and run her fare to the New York markets. She embodies the ideas and experiences of one of the foremost fishermen of Nantucket, and in his mind she is the most economical boat for flounder dragging.

Her dimensions are as follows: Length over all, 46 ft.; extreme beam, 13½ ft.; draft, 4 ft. 4 in. Forward is a forecastle 17 feet long, containing three built-in berths, stove, dish locker, food locker, ice chest, clothes locker, and one 100-gallon fresh water tank. Amidship is a 12 foot fish hold with three fore-and-aft and three cross pens. Aft is the engine room, containing two 300-gallon fuel tanks, one 50-gallon lubricating oil tank, a 32-volt lighting outfit and the propelling and hoisting outfits.

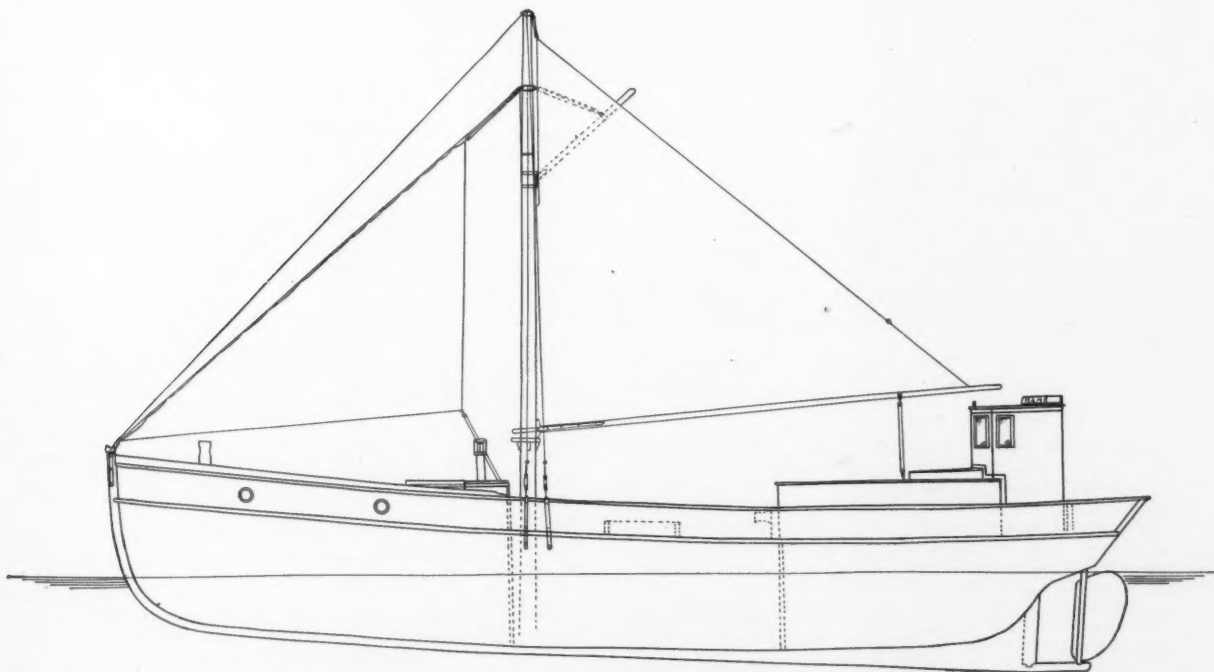
All controls lead to the wheelhouse on the after end of the engine room companionway. One man can steer, tend lines and run the engine without moving more than three or four steps from the wheel. This boat steers from a steerer with a short extended shaft leading into the wheelhouse.

The *Doris* is built of State of Maine grey oak and white pine. Her keel stem and stern are sided 8 inch, frame 2 inch steam bent, planking 1½ inch oak with fastening clinched on the inside. She has two watertight bulkheads 2 inches thick, 3 inch deck beams with 2 inch carlins, 2 inch deck plank, 2 inch rails, and 3¼ inch by 5 inch oak guards with 2 inch half-oval guard iron. She is sloop rigged with just enough canvas to steady her; the sails being intended as an auxiliary to the power.

Her power plant is a 30 h. p. Bergsund direct reversible with a Hathaway clutch on the flywheel, and a spool on the end of the house for hoisting. This same model takes a 45 h. p. by adding three feet more in length.

The *Doris* is operated by the captain and one man in the dragging business, which means considerable saving in expenses over the four or five-man boats. Her fuel consumption is 2¼ gallons per hour, and her speed is nine miles. Capacity of fish hold is 18,000 with ice. This boat can be put in the Custom House if desired as her net tonnage is five. While designed for the fillet business, she can be used for any kind of fishing, as five men can sleep in the forecastle.

Two more boats will be built this year from the same plans, both 50 feet long.



DORIS—46-FOOT DRAGGER. Built by Israel Snow, Jr.

# NEWS OF THE BOATYARDS

F. H. SOULE

South Freeport, Maine

This yard is a busy place these days with ten Coast Guard patrol boats and two schooner yachts under contract. For over a hundred years boats of all kinds have been turned out from this boatyard. It is most advantageously located both in regard to convenience and labor conditions. The yard is but fifteen miles from Portland, and there are quite a number of real boatbuilders available from which to pick a good crew of skilled craftsmen. Following is the work in hand:

Ten U. S. Coast Guard patrol boats; names, 150-159; work started June 20, 1924; will probably launch one a month; length, 75 ft.; beam, 13½ ft.; draft, 3 ft. 9 inches; to be powered with two 200 h. p. Sterling Coast Guard engines; electrical equipment, Smith-Meeker; rigging, outfitting, and engine installation by the builders.

Boat No. 11—Name, *Hearts Desire*; work started, January 10, 1925; will probably be ready April 15; type of boat, schooner yacht; service, pleasure; building for A. S. Neilson, Boston, Mass.; designed by John Alden; length, 43 ft.; beam, 11½ ft.; draft, 6½ ft.; rigging, outfitting, sails, etc., by the builder.

Boat No. 12—Unnamed; work started February 9, 1925; will be ready about July 1; type of boat, schooner yacht; service, pleasure; building for John Alden, Boston, Mass.; designed by John Alden; length, 43 ft.; beam, 11½ ft.; draft, 6½ ft.; rigging, outfitting, sails, etc., by the builder.

This concern is able to build or design any type of wooden boat, pleasure or commercial. The yard will accommodate anything up to 300 feet.

L. M. AND S. H. RICE

Cranberry Isles, Maine

These folks do their own work in a small shop and only operate from about November 1 to March 15 each year. They have two boats under way and another contracted for to be delivered in June, 1926.

Boat No. 1—Unnamed; started January 1, 1925; will be ready about March 1, 1925; type of boat, open launch; service, fishing and sailing parties; building for R. H. Stanley, Cranberry Isles, Maine; designed by Chester Clement; length, 29 ft. 1 inch; beam, 7 ft. 3 in.; draft, 2 ft. 4 in.; estimated speed, 9 m. p. h.; type of engine, 4 cylinder, 4 cycle, gas; make of engine, Kermath; horsepower, 32-40; rigging, outfitting, etc., by the builders.

Boat No. 2—Unnamed; started January 27, 1925; will be ready about July 1; type of boat, open launch; service, pleasure; building for Dr. J. C. Wills, New York City, designed by A. M. Spurling; length, 24 ft.; beam, 6 ft. 2 in.; draft, 2 ft.; estimated speed, 11 m. p. h.; type of engine, 4 cylinder, 4 cycle, gas; make of engine, Fay & Bowen; horsepower, 27; rigging, outfitting, etc., by the builder.

Boat No. 3—Unnamed; will start building about November 1, 1925; to be ready about June 1, 1926; type of boat, open launch; service, pleasure; building for C. L. Furbush, Philadelphia; designed by builder; length, 35 ft.; draft, 2½ ft.; estimated speed, 12 m. p. h.; type of engine, 6 cylinder, 4 cycle, gas; make of engine, undecided; horsepower, 75; rigging, outfitting, etc., to be done by builder.

F. P. SMITH & CO.

West Jonesport, Maine

The Smith Company report three boats on order, one of which is to be launched this month.

Boat No. 1—Name, Verna E. Kelley; ready for launching this month; type of boat, torpedo stern semi-speed; service, fishing; building for Lemon Kelley, Jonesport, Maine; designed by builder; length, 34 ft. 10 in.; beam, 7 ft. 10 in.; draft, 2 ft. 4 in.; estimated speed, 8 knots; type of engine, 2 cycle, 1 cylinder; make of engine, Hartford; horsepower, 7-10.

Boat No. 2—Unnamed; to be started March 2; will be ready about April 10; type of boat, torpedo stern semi-speed; service, pleasure; building for D. Cameron Bradley, Boston, Mass.; designed by builder; length, 32 ft.; beam, 7 ft. 8 in.; draft, 2

ft. 2 in.; estimated speed, 9 knots; type of engine, 2 cycle, 1 cylinder; make of engine, Hartford; horsepower, 7-10.

Boat No. 3—Unnamed; to be started April 15; will be ready about June 1; type of boat, torpedo stern semi-speed; service, pleasure; building for Charles F. Coate, Jr., Boston, Mass.; designed by builder; specifications and motor same as Boat No. 2.

It is interesting to note that this company designed and built the 30 foot lobster boat that drifted across the Bay of Fundy with Irving Drisko and Neal Plummer, two fishermen. The boat finally went ashore on Brier Island and the men, who were badly frozen, were rescued and brought to Portland by the U. S. Coast Guard Cutter *Tampa*. The lobster boat was not damaged despite the fact that it encountered a 65-mile gale. This speaks well for the sea-worthiness and soundness of construction of the Smith product.

FRANK S. BRACCI

Noank, Connecticut

This yard is very busy turning out a model which has become very popular with the fishermen. Two boats of the same size and model have been built recently, one launched in January and the other to go overboard in March.

Boat No. 1—Name, *Cecilian C.*; work started last November; boat was launched January 15; type of boat, raised deck; service, otter trawling; building for H. H. Conklin, Amagansett, New York; designed by Frank S. Bracci; length, 35 ft.; beam, 11 ft.; draft, 4 ft.; tonnage, 4½; actual speed (first trial) 9½ m. p. h.; type of engine, 4-cycle gas; make of engine, Lathrop; horsepower, 40; propeller, Columbian.

Boat No. 2—Same type and size as No. 1.

On her first trial trip the *Cecilian C.*, was tested for speed over a measured course, the day after her launching, and showed an average of 5 min. 46 sec. per mile.

CHARLES HART & SON

Maurice River, New Jersey

This company is building five yawl boats, 15 feet long, for the oyster trade, and will start March 1 on the following.

Boat No. 1—Unnamed; service, party; designed by builder; length, 38 ft.; beam, 11½ ft.; draft, 30 inches; estimated speed, 8 m. p. h.; type of engine, 4-cycle heavy duty; make of engine, Bridgeport; horsepower, 20; rigging, outfitting, sails, installing engine, etc., by the builder.

ALLEN COLE

North Brooklin, Maine

Although the Cole shop is a small one, it is a busy place these days. Most of the jobs are repair work and reconditioning. At present there are sixteen jobs on the books and three construction orders, the latter consisting of two flat bottom 13½-foot "P-Pod" tenders and one small sail boat.

GEORGE W. SHIVERICK

Kingston, Mass.

This shop puts out about four boats a year. At present a 28 foot cabin cruiser is under way for Mr. H. H. Hunt of Duxbury, Mass. She'll take a 35 h. p. Kermath engine. In June work will be started on another 28-footer to be used as a party and fishing boat. A 17 foot catboat is also on order. Mr. Shiverick is the designer of these boats.

WOOD & CHUTE, INC.

(Shipyard and Machine Works)

Greenport, New York

This yard is full of storage and a full crew is busy on repairs. The machine shop is also busy building motors.

(Continued on page 15)



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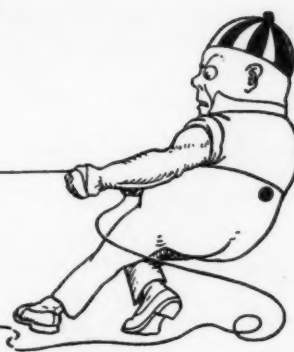
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## LOBSTER NOTES



### THE SITUATION

**A**S the weather has been unseasonably mild for the past few weeks, the Nova Scotia lobster season promises to open up March 1st under most favorable conditions. There is no ice, and with good weather supplies should be plentiful. Preparations for the lobster season have been going on for some time, and indications point to an unusually large number of traps to be set out.

Present supplies have been coming mostly from Maine pounds.

A subscriber asks for the name of the concern which manufactures "Eastern lobster trap frames." Will someone kindly send us this information. It is the first we had heard that such a product was being merchandised.—Ed.

### NEWS OF THE BOATYARDS

(Continued from page 14)

#### ROBERT E. McLAIN & SON

Thomaston, Maine

Although the McLain concern is but five years old, it is made up of experienced boat builders. R. E. McLain has built and designed boats for thirty-eight years. His father was a well-known boat builder who designed and built the first lobster boat that hauled a lobster trap under sail in Maine waters. A little over a year ago a new shop was added to the plant, and new machinery was installed.

Boat No. 1—Name, Maurice G. Davis; work started December 22, 1924; will be ready about April 15; type of boat, seiner for fishing; building for Leslie P. Davis, Monhegan Island, Maine; designed by builder; length, 50 ft.; beam, 14 ft.; draft, 4½ ft.; tonnage, 9; estimated speed, 9 m. p. h.; type of engine, gas; make of engine, Palmer; horsepower, 36; to be rigged by Samuel Miller; sails by Stephen Jones; outfitting and engine installation by builder.

#### RICE BROTHERS CORPORATION

East Boothbay, Maine

Ten 75 foot patrol boats for the United States Coast Guard Service are being completed at this yard. They have already

delivered five and are launching the others at the rate of a boat every two weeks. This yard employs about sixty, and has its own force of riggers, electricians, machinists, pipe fitters and engineers.

#### R. M. BENNER

(8 Benner Street) East Boston, Mass.

Mr. Benner is the successor to the old Rood & Benner concern. This shop is well fitted with wood working machines for boat building and repairing. Two marine railways are to be constructed, one for heavy boats. At present there is only one boat under construction, though plans are under way for building three others.

Boat No. 1—Unnamed; started to build in February; expect to launch in July; type of service, fishing; designed by builder; length 38 ft.; beam, 11 ft. 4 inches; draft, 3 ft. 2 inches; estimated speed, 10 m. p. h.; engine, not decided; horsepower, about 20.

#### LUDERS MARINE CONSTRUCTION CO.

Stamford, Conn.

This yard has on order the following new work: ten 75-foot fast patrol boats for the U. S. Coast Guard Service; one 100-foot yacht for Col. S. Nicholson of Providence; one 90-footer with a diesel drive for W. Lasher of Bridgeport; one 40-foot work boat for the Standard Oil Co.; one 39-foot fast cruiser for M. Hickscher of New York City; one 42-foot fast cruiser for J. Jacobs of Philadelphia; and one 53-foot sailing sloop for Phillip L. Smith of Tenants Harbor, Maine.

### Fishermen Want Larger Boats

The tendency these days among the fishermen of southern New England and Long Island waters is toward larger boats—36 ft. to 40 ft.—equipped for otter trawling. Most all who can afford to are replacing their 26 ft. to 32 ft. boat with new craft of a larger size, powered with 30 to 60 h. p. motors. Frank Bracci & Company of Noank, Conn., who seems to put out a model which meets with the approval of fishermen, is getting a great volume of business.

On a recent trip through Martha's Vineyard it was found that a great many fishermen about Vineyard Haven, Chilmark, Menemsha Bight and Gay Head want to dispose of their fishing cat boats so that they may buy the "lobster" boats with high power four-cycle motors.



## TO THE SOUTH'ARD



### Dragging in Maryland and Virginia Waters Stopped

**D**RAGGING or trawling, a method of fishing recently adopted by fishermen in certain sections of the coast of Maryland and Virginia, has been stopped by the fishery commissions of these states.

Swepson Earle, Conservation Commissioner of Maryland, says, in the "Maryland Conservationist":

"The most disastrous net that has ever been used in the waters of Chesapeake Bay is one that has recently come into use, known as the troll net or trawl net, and in some localities of the country, has been known as the Otter Trawl. In the Patuxent River, one of these nets appeared during December, and it may be said that the natives of that river were opposed to it, but in order to get some of the fish that were being taken in large numbers, they decided to go into the operation of dragging fish from the bottoms.

"An investigation was made by me in person on January 8th, accompanied by Assistant Attorney-General Robert Archer and a representative from the U. S. Bureau of Fisheries, Mr. Oscar E. Sette. The description of the nets being used ran from 31 to 48 feet across the mouth, and the bag had a length of about 50 feet. By actual measure, the mesh was found to be slightly above  $2\frac{1}{2}$  inches to 3 inches. These nets are permitted to drag close to the bottom and are operated from power boats ranging from seven to fifteen tons. By actual demonstration on the above date, one of these boats dragged for 45 minutes, covering about a mile and a half of territory. When the net was hauled in and examined, it was found that 300 pounds of perch had been taken. These fish were culled over, and 55% were undersized and had to be thrown overboard. Of those thrown overboard, more than 90% were unable to reach bottom again, owing to the cold water and the injury suffered by being dragged through the water. Captain Olsen, in charge of one of these boats, stated that on a demonstration catch of December 26th, to determine how many fish caught were marketable, it was found that of 700 fish taken in one haul, only 64 could be sold. It was found that every haul of the net caught undersized fish, which is illegal. Section 79 of Article 39 prohibits the 'catching, or in any manner taking or killing of undersized fish,' and it is impossible to use this net without doing so.

"Every Deputy Commander in the State's service was instructed to make arrests of all troll net fishermen using this type of net in Maryland waters. The Patuxent River fishermen were notified by one of our Deputy Commanders there that further fishing by this meth-

od would result in arrest, and a report received at this office on January 12th, stated that all troll net fishermen in Patuxent River have ceased to fish."

The Commission of Fisheries of Virginia is making vigorous efforts to enforce its order prohibiting the use of trawl nets in the waters of the Potomac River.

It is said that these nets are so designed that when towed through the waters all small fish entering them can escape through the meshes and only marketable sized fish are taken.

But when these nets are towed behind power boats in the shoal waters of the Potomac River they are exceedingly destructive to fish life. Dragged on the bottom in shallow water and dropped into the deep places these nets drag out many non-migratory fish that are burrowed in the mud during the winter. As the nets are dragged over the hard bottom of the shoals many fish are torn, bruised and stunned, those escaping from the meshes floating to the surface where they are numbed by the cold, easy prey of birds and other destructive agencies.

### Kingfish Start Biting

Kingfish are now biting better in local waters than they have at any other time this season. Runboats came in this morning from the fishing grounds in the vicinity of the Marquesas with 38,000 pounds aboard, and yesterday 35,000 were brought to port.

When it is considered that every fish was caught with hook and line, one can get a fair idea of how vast are the schools. According to reports brought to port by the crews of the runboats, the fish are striking at the lure as soon as it hits the water.—*Key West Citizen*, 2/11.

### Early Catch of Crabs

The unusual warm spell of early February brought to life the crab population of the North River, near Beaufort, N. C. Captain Vernon Styron, while fishing those waters, caught five or six dozen crabs which he carried to town. This is a record for early crab fishing.

### Urge State Control of Oyster in N. Y.

At a recent legislative hearing, held at Bay Shore, L. I., it was recommended that the state have supervision and control of the oyster industry. Mr. William S. Downs, a member of the Middle States Fisheries' Association, said that this control could be met by a tax of 25 cents a barrel on all oysters sold in the state.

The suggestion that oysters were responsible for the recent outbreak of typhoid fever in the city was minimized by Capt. William F. Wells, bacteriologist of the State Conservation Commission.



### Capt. Dunskey and Sam Cole Lost with Republic

**B**OUND home with 50,000 pounds of halibut and 20,000 salt fish, the Gloucester schooner Republic, was rammed in the fog by an unknown three or four-masted schooner off Cape Sable on the night of February 15. The fishing schooner was sunk and her skipper, Captain Peter Dunskey, and one of the crew, Samuel Cole, were lost.

A heavy rain, with thunder and lightning, prevailed at the time, and it was only possible to see a short distance away. The big schooner loomed out of the mirk right on top of the fisherman, catching her with a big mudhook under the port bow and ripping off the planking almost the full length of the vessel.

In a twinkling the Republic's deck was flooded as she was hove down, and her starboard dories floated away. Then the ghastly hull of the bigger schooner disappeared again in the fog. Men of the fisherman shouted for the other vessel to pick them up, but the big schooner gave no heed.

Four dories were launched and seventeen men clambered into them. Captain Dunskey and Samuel Cole were missing. It was believed that they were washed overboard when the schooner was hove down by the impact of the vessels, and was carried away by the rushing water.

The four dories made Cape Sable Island without mishap.

It was a sad loss to Gloucester and a great one to the whole industry. Captain Dunskey and Samuel Cole were both good, upstanding, courageous fishermen with splendid records.

### A Big One

Capt. Newton Knowles, while out fishing a few days ago at Miami, caught a black whale 25 feet long and weighing 3,500 pounds. It took several men with ropes, hooks and harpoons to finally land the big fellow.

## Copper Oleate Preservative

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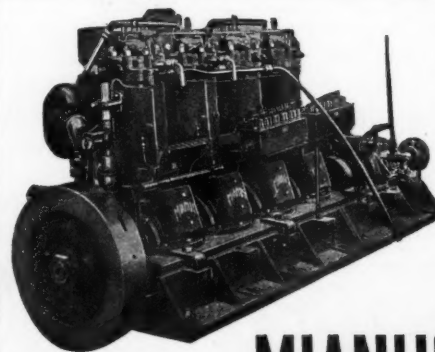
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The Mianus is a full Diesel En-  
gine built on the two cycle, air-  
less injection principle and is  
simple and economical.

**Sizes 7 1-2 to 100 BHP**

Engine of 18 BHP per cylinder consumes  
Fuel Oil . . . . . 1 Gallon per hour  
Lubricating Oil . . . 1-4 Pint per hour

The Mianus Diesel engine is flexible; will idle and run con-  
tinuously with load at one third speed on fuel oil. It is especially  
adapted for pilot-house control.

*Detailed information on request*

**MIANUS DIESEL ENGINE CO.**  
**GENERAL OFFICE 165 BROADWAY, N. Y.**

Branches: 321 W. 42nd St., N. Y.; 12 Commercial Wharf, Boston;  
126 Market Place, Baltimore; 328 E. 3rd St., Los Angeles; 116  
Boush St., Norfolk. Agents: 321 Chartres St., New Orleans; 906  
Western Ave., Seattle.

**MIANUS**  
**DIESEL**  
**—AND—**  
**GASOLINE ENGINES**

## KOPPER KURED

### WHITLOCK MANILA

*"The Utmost in Rope Value"*

is thoroughly treated by a NEWLY DEVELOPED PROCESS, with Copper Oleate, the wonderful preservative compound recommended by the U. S. Government, Dept. of Fisheries, for nets, rope and other fishing gear.

KOPPER KURED Whitlock Manila meets the growing demand for rope treated with a better preservative than tar or other uncertain substitutes.

Through our New PROCESS, an absolutely uniform application of Copper Oleate is secured in KOPPER KURED Rope. Each individual fibre receives its proper share of the compound.

Be sure to specify Whitlock KOPPER KURED for best results and greatest satisfaction.

*Write for samples, prices  
and full information.*

### WHITLOCK CORDAGE CO.

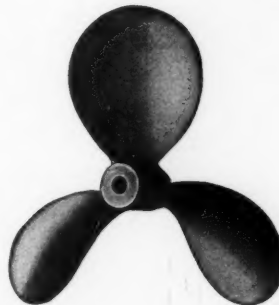
46 South Street, New York  
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SPEED—

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RELIABILITY



Every Hyde Propeller Is Guaranteed Against Breakage

*Write for Our Booklet "Propeller Efficiency"  
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## Woodberry Sail Duck

STANDARD OF THE SEVEN SEAS



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Smallest Size	Largest Size
Body 18¾ inches long	No limit to Length

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The peculiar force of the pleasant things said about SHIPMATE ranges by those owning or using them comes from the fact that the praises are, almost without exception, purely voluntary. We think we have never asked more than three persons for an opinion of the SHIPMATES; people seem to take real pleasure in praising them.

*Made by*

The Stamford Foundry Company  
Established 1830 STAMFORD, CONN.

## The Fishing Vessel Mart

In answering the following advertisements please address communications to the initials following each item and send care of ATLANTIC FISHERMAN, 100 Boylston Street, Boston, Mass.

### WANTED

Square stern launch for lobster fishing between 30 and 35 feet long. Price must be reasonable. Describe boat and power plant fully. Address: R. B. Norton, Vineyard Haven, Mass.

### FOR SALE

Mianus 8 h. p. engine, one cylinder, 2 cycle, make-and-break ignition; shaft, box, Hyde 3-blade propeller. Price, \$75. Also Gray-Aldrich 2 h. p. 4-cycle, used hoisting lobster pots. Price \$25. Address: E. V. Rosemond, Greenport, N. Y.

### 93-FOOT SCHOONER FOR SALE

Want to sell 93-foot schooner, 78 tons gross, 22 feet beam, 9 feet 5 inches deep. Built by James of Essex in 1916. Brand new suit of sails, new running rigging, anchors, chains, etc. Powered with two 36 h. p. Lathrops. Price right. Can be seen by applying to M. J. Cooney, United Sail Loft, Gloucester, Mass.

### 147-TON SCHOONER FOR SALE

Will sell 147-ton schooner, 24 feet beam, 10 feet 2 inches deep. Built at Essex in 1904. Vessel in good shape. Best model available for freighting. Apply to M. J. Cooney, United Sail Loft, Gloucester, Mass.

### WANTED

Modern, able schooner in good condition, with or without power, 35—50 on deck. Address with full particulars as to price, when and where built and where inspectable. T. W. Salmon, 123 East 53rd Street, New York.

Dealers in  
Duck, Cordage and Marine  
Accessories

Makers of  
Sails, Awnings, Hammocks  
Tents and Covers

## United Sail Loft

Railway Ave., Gloucester, Mass.

*We take boats directly from the builder and equip them ready for the sea*

**BOATS OVERHAULED**

M. J. COONEY, Manager

Telephone Connection

**WANTED** An experienced captain to operate a new steel steam trawler. A man who can take 1-64 or more interest in the vessel. Must furnish good references.

Address: OWNER  
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100 Boylston Street, Boston, Mass.

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Any kind of  
FISHING EQUIPMENT  
RATES—5 Lines, \$1.50 Minimum  
25 Cents per line for all  
over 5 lines  
ATLANTIC FISHERMAN, INC.  
100 Boylston Street Boston, Mass.

### WANT TO BUY

Old ship models, ship pictures, old time clocks, mirrors, etc. Not interested in models of modern vessels or other modern goods. Look around and see what you have, regardless of condition. When writing send a complete description, giving measurements, particulars of condition and price. Send photographs of articles if possible. Also state whether or not you would be willing to send articles on approval, the Atlantic Fisherman guaranteeing the return of such articles as are not purchased.

In your letter you might list other old articles, furniture or ornaments, which you would want to sell. You may have a

### AUSTIN HALEY

Commission Merchant  
FRESH and SALT FISH  
LOBSTERS—SCALLOPS  
Consignments Solicited  
75 LONG WHARF, BOSTON, MASS.  
Reference: Commercial Security  
National Bank of Boston

number of saleable things in your attic or shed. Address your letters to A. N. T., Atlantic Fisherman, 100 Boylston St., Boston, Mass.

**Free Mailing Lists**  
Will help you increase sales  
Send for FREE catalog giving costs  
and prices on thousands of classified  
names of your best prospective customers—National, State and Local—Individuals, Professions, Business Concerns.  
**99% Guaranteed 5¢ each**  
by refund of  
**ROSS-Gould Co. 694 N. 10th St. St. Louis**

Manufacturers of  
**LINEN AND COTTON**  
GILL NETTING SEINES POUND NETTING  
ALSO SHIPS' BELLS  
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Send for Booklets—"HOW TO MAKE YOUR BOAT LEAKPROOF," and "MARINE GLUE—WHAT TO USE AND HOW TO USE IT." Any old boat so long as the frames are in fair condition can be made water tight by following the instructions in the above booklets. This applies to anything that floats from a dory to a schooner. Put your leak troubles up to us. We will help you to stop them.

## JEFFERY'S MARINE GLUE

IN ALL THE  
VARIOUS GRADES

For sale by all Ship Chandlers, Fisherman's Supply Houses, Paint, Oil and Marine Hardware Stores.  
**L. W. FERDINAND & COMPANY, 152 KNEELAND STREET, BOSTON, MASS., U. S. A.**



# THE HARRIS CO. HEAD CENTRAL WHARF PORTLAND, MAINE

*Largest Fishermen's Supply House East of Boston*

[Telephone Forest 9970]

## John M. Gamage & Sons ROCKLAND, MAINE

*Boat Building and Repairing*

Our marine railways accommodate boats up to 80 feet.  
We build boats of all sizes from dories to bankers.  
Engines installed.  
Write for an estimate on your requirements.

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Speedway	Mianus
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Sterling	Searchlights, etc.
Universal	Unimote Generating Outfit

## PORTLAND FISH COMPANY Distributors of Ocean Products

When in Portland with a trip of fish be sure and see us.

*Consignments of all kinds solicited.*

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## KNOX Valve-in Head—Four Cycle MARINE ENGINES

A modern Four-Cycle Motor built on years of experience with common sense ideas. A motor which will stand up under the most severe conditions, is easy to repair, very economical on fuel and will deliver 100% service year in and year out. Send for catalog.

CAMDEN ANCHOR-ROCKLAND MACHINE CO., Camden, Me.

Tarring and  
Hanging

Catechueing and  
Repairing

## PORTLAND NET & TWINE CO.

C. A. FRANCIS, Manager

*Manufacturers and Dealers in*

SEINES, NETS, TRAPS AND WEIR TWINE  
CORKS, LEADS AND SECOND HAND NETTING

End of Widgery Wharf PORTLAND, MAINE

## GOUDY & STEVENS

*Designers and Builders of*

**FISHING CRAFT**

EAST BOOTHBAY MAINE

*Send Us Your Requirements*

## ISRAEL SNOW, Jr.

*Builder and Designer of Commercial and  
Pleasure Boats*

DEALER IN

Materials for Building and Repairing Boats  
Winter Storage

Telephone 10 NEWCASTLE, MAINE

## Ask for Old Fish Privileges

The Canadian Department of Marine and Fisheries has recently been petitioned by fishing interests of Gloucester for a restoration of the old fishing privileges, suspended a year ago, which permitted United States vessels engaged in the fishing industry to call at Canadian Atlantic ports for the purpose of purchasing supplies necessary to the industry.

The request is now under consideration by the department, and it is expected that a decision on the matter will be handed down in a short time.

Though the pact between Canada and the United States, whereby reciprocal provision for purchasing food and fishing supplies was made, expired about three



years ago, the Dominion authorities continued to extend the privilege to United States vessels up to about a year ago. But United States ports were unable to extend similar courtesy to the Canadians, because of the action of Federal authorities.

**Cap'n Allswell Says:**

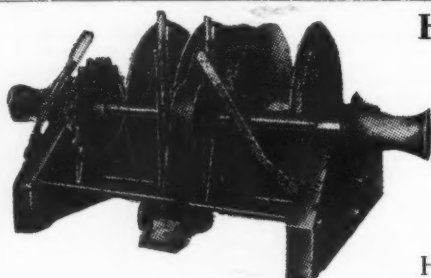
"Propellers Ought to be Built as Carefully as Boats."

Columbians are. Each line and curve brings out your engine's best in hard work or high speed.

(Write for propeller information.)

THE COLUMBIAN BRONZE CORP., 224 N. Main St. Freeport, L. I., N. Y.  
New York City Sales, 44 Third Avenue

**COLUMBIAN *Bronze* PROPELLERS**

**Hathaway Equipped Boats Make Money**

For Hathaway equipment is designed correctly. Development after development has finally led to machines which have been painstakingly perfected in every detail. Ask the owner of any Hathaway-Equipped boat.

Manufacturers of Flax Packed Stern Bearings, Hauling Clutches, Trawl Hauling Units and other machinery for power fishing. Agents for Wolverine Motors.

Send for Descriptive Booklet

HATHAWAY MACHINERY COMPANY New Bedford, Mass.

**WM. H. CHAMBERLAIN**

Power Dories, Sailing and Rowing Dories  
Launches, Skiffs and Tenders

14 ORNE STREET, MARBLEHEAD, MASS.

**SOOTLESS****The Big Brass Spark Plug**

Will not rust into the cylinder

Write for Circular

**THE OAKES & DOW CO.**

307-311 Atlantic Ave.

Boston, Mass.

1925  
**FISHERMAN'S ALMANAC**

BUY IT AT YOUR DEALER'S  
or direct from  
**ATLANTIC FISHERMAN, INC.**  
100 Baylton St., Boston, Mass.

**25c**

**The Fish Net and Twine Co.**

MANUFACTURERS OF

**FISH NETTING and NET FITTINGS**

MACKEREL NETS  
POUND NETTING

COTTON AND LINEN GILL NETS  
TRAP NETTING

We use a special high grade of twine for all these purposes. Samples will be gladly sent on request.  
DON'T RUN IN A RUT! SEE HOW MUCH BETTER YOU CAN DO FOR YOUR MONEY!

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Branches:  
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Comfort—just good old comfort—comes to those who wear Hood Boots. The balanced construction saves wasted energy—and means longer wear.

Popular red uppers which have set a standard for long wear without checks or cracks.

Tough, tire-tread soles that resist the wear and tear offered them by those who live in boots.

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**HOOD**  **RUBBER  
PRODUCTS**  
BETTER RUBBER PRODUCTS SINCE 1896

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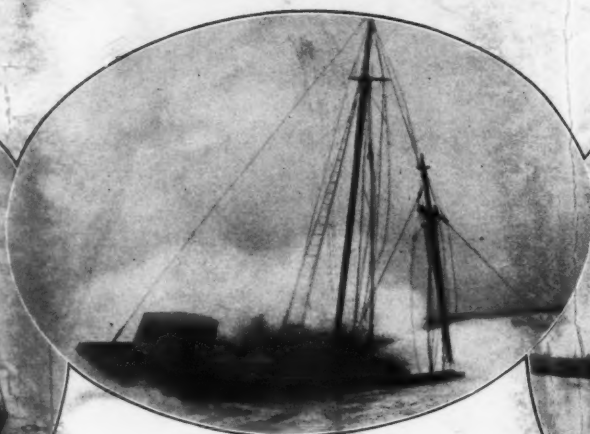
Rubber Footwear - Canvas Footwear - Rubber Heels and Soles - Pneumatic and Solid Tires - Rubber Specialties

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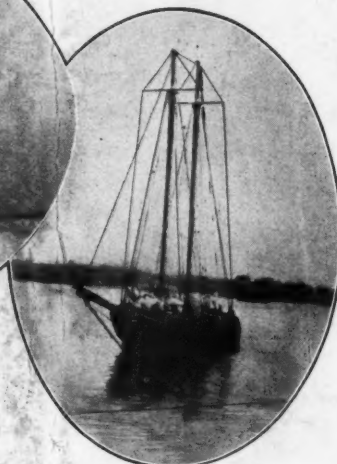




75-footer under construction for  
Captain Tom Marr.



Wrecked Schooner *Evelyn and Ralph*,  
whose engine, which was salvaged in perfect  
condition, will be installed in new  
vessel being built early in the year.



Schooner *Pilgrim*.

## Five out of Nine Vessels Equipped with C-O's

Ben Pine of Langsford & Pine, Gloucester, prominent vessel-owner and skipper, says: "During the early spring five boats out of our fleet of nine will be equipped with Fairbanks, Morse engines. I think this proves that we consider C-O's very practical power for fishermen."

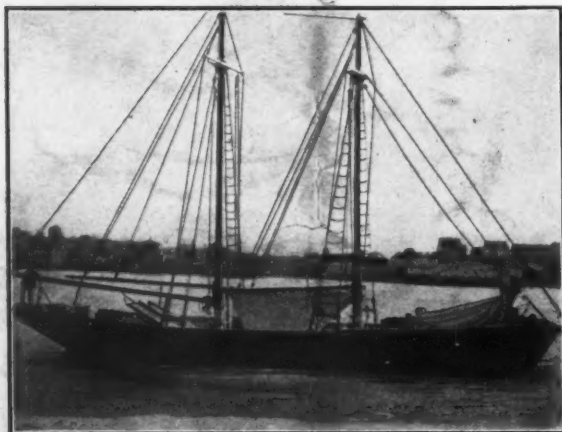
"C-O" ENGINES, 7 1-2 to 300 H. P. ECONOMICALLY USE  
LOW-PRICED FUEL OILS

# Fairbanks, Morse & Co.

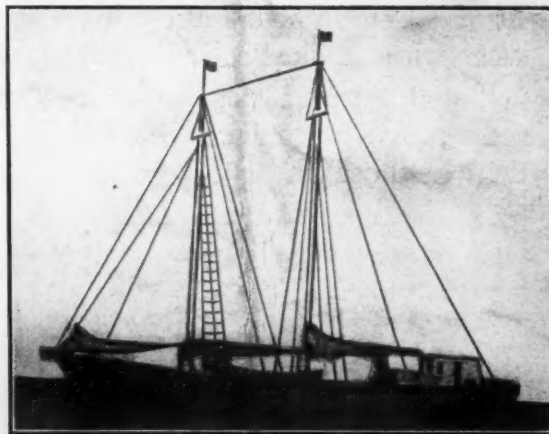
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